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Chris Dellard
Engineering & Access Planning Manager
[Arriva Trains Wales](#)
Trenau Arriva Cymru

By email only

24 November 2015

Dear Chris,

Arriva Trains Wales: Proposed 72nd Supplemental Agreement: application under s22A

Thank you for the opportunity to comment on your Section 22a application, Northern notes that this supplemental agreement supersedes an earlier consultation in February 2015.

Northern acknowledges that in the latest submission Arriva Trains Wales seeks to add Firm Rights to Schedule 5 of its contract in order to extend more of its North Wales/Chester-Manchester Piccadilly services to and from Manchester Airport, on weekdays and Saturdays, from May 2016.

Northern Rail is still unsupportive of your latest submission I refer you back to our original response

'Northern Rail would also like visibility of how Network Rail plans to accommodate the additional paths for May' 15 now May 16. Although the paths identified were Timetable Planning Rules compliant, they were only achieved by inserting significant amounts of pathing time into following services on the heavily used section between Slade Lane Junction and Manchester Airport.

As well the detrimental impact to journey times as a result of these additional services we have serious concerns about the performance impact both during normal running and in the event of disruption via Stockport. Network Rail has yet to supply any assessment of the impact on performance as a result of these additional services.'

Northern notes your previous response. **To date Network Rail has not been able to do any substantive performance modelling, e.g. through RailSys. The request is currently in a queue and we hope that they will be able to do the work soon, to help inform all parties.**

Revenue Impact

Northern Rail believes that the proposals are primarily abstractive and the revenue that the future Northern franchise will lose if these services are introduced is significant.

In addition to our current services, from 1st April 2016 Northern have been instructed by the DfT to take over the services currently run by First TPE, the North West Services to Manchester Airport. Northern Rail has therefore carried out further modelling to include the remapped services, we believe that your proposals have demonstrated a detrimental impact on Northern Rail's future revenue and believe that the revenue abstraction will be greater than the revenue generated. The revenue analysis will be shared with ORR on a confidential basis.

If you have any queries in relation to the issues raised in this letter please feel free to contact me and we look forward to receiving Arriva Train Wales responses to the issues we have raised as part of this consultation.

Yours sincerely

Liz Hudson
Assistant Track Access Manager